

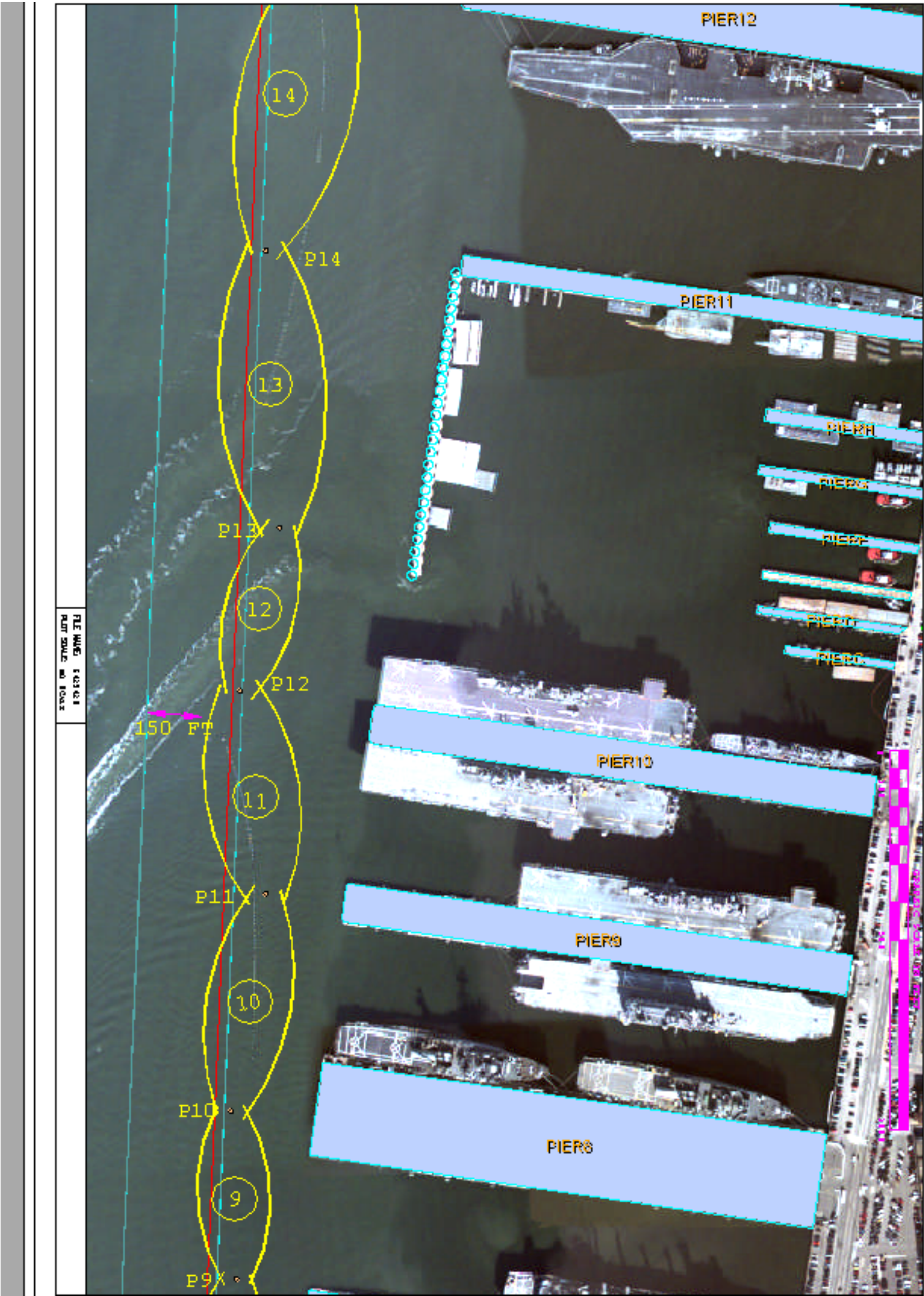
PIERS 12-BREAKWATER

YELLOW PATHS SHOW MAXIMUM EXCURSION OF WATERFRONT BARRIER DUE TO CATERNARY AND BUOY SWING RADIUS. PINK LINE IS LINE SHOWING 150 FT OFFSET FROM EASTERN EDGE OF MAIN SHIPPING CHANNEL. PINK LINE IS 100 FEET PAST EASTERN BOUNDARY OF FLEET CHANNEL.

RED LINE IS MILITARY PROPERTY LINE

BARRIERS WELL AWAY FROM CURRENT PIERS.

A SMALL BARRIER SEGMENT WITH SUFFICIENT SLACK WILL BE BETWEEN END BUOY AND BREAKWATER AND SECURED BY BACKSTAY DRAG ANCHOR NORTH OF BREAKWATER .

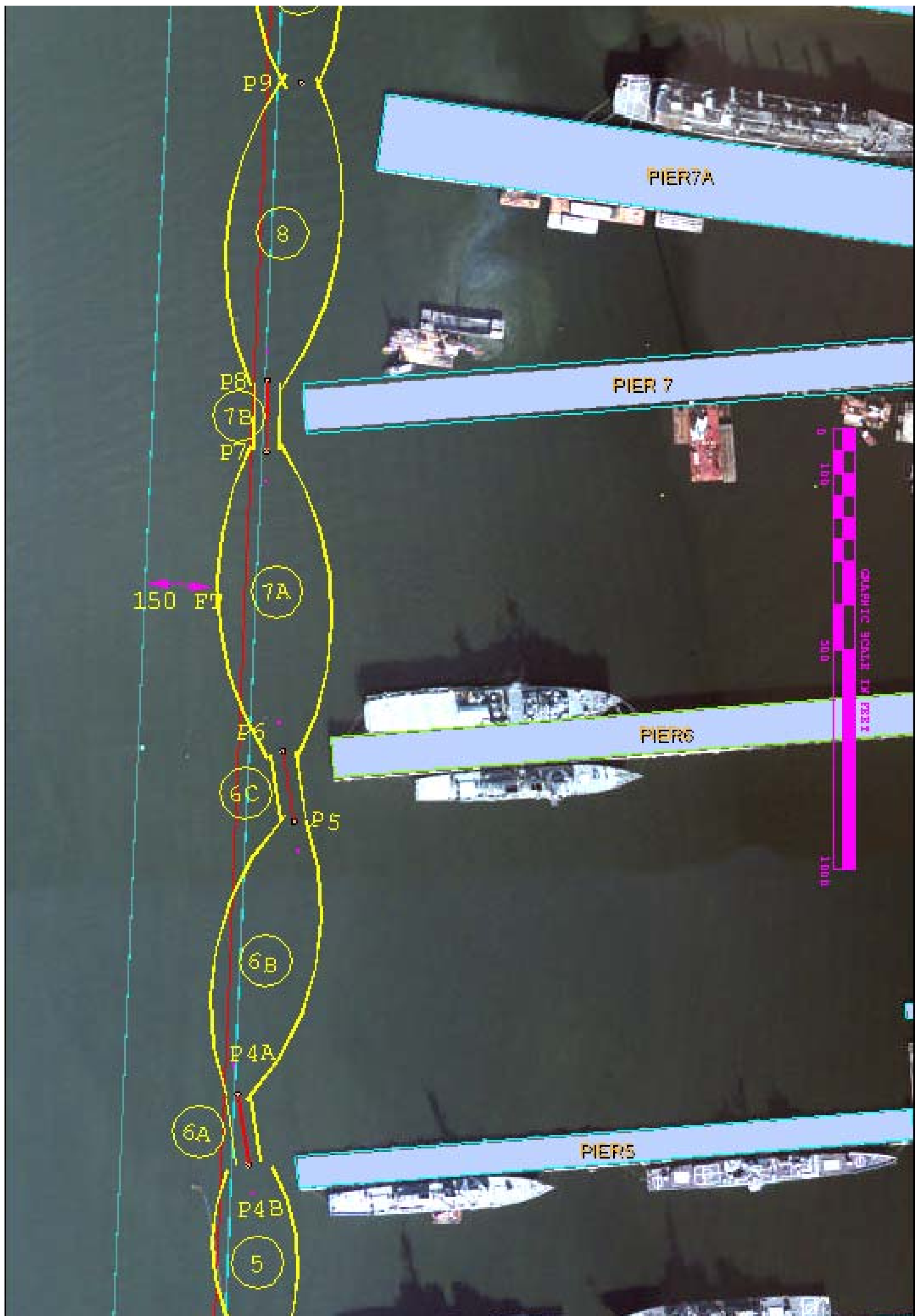


PIERS 8-11

YELLOW PATHS SHOW MAXIMUM EXCURSION OF WATERFRONT BARRIER DUE TO CATERNARY AND BUOY SWING RADIUS. DUE TO COMPUTER MEMORY PROBLEM, PINK LINE IS NOT SHOWING, BUT STILL 150 FT OFFSET MAINTAINED HERE ALSO

RED LINE IS MILITARY PROPERTY LINE

BARRIERS WELL AWAY FROM CURRENT PIERS



PIERS 5-7

YELLOW PATHS SHOW MAXIMUM EXCURSION OF WATERFRONT BARRIER DUE TO CATERNARY AND BUOY SWING RADIUS. DUE TO COMPUTER MEMORY PROBLEM, PINK LINE IS NOT SHOWING, BUT STILL 150 FT OFFSET MAINTAINED HERE ALSO

RED LINE IS MILITARY PROPERTY LINE

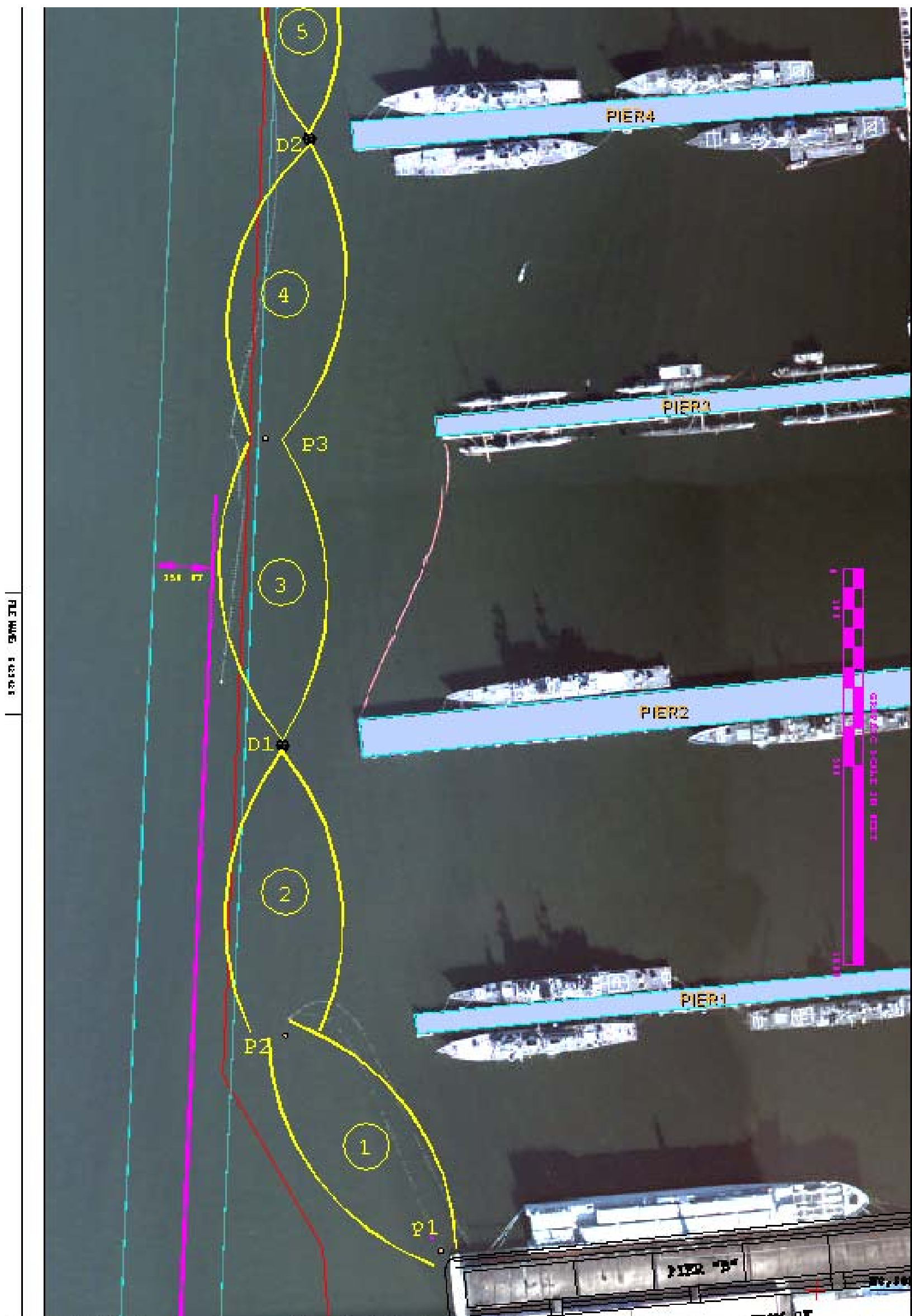
BARRIERS 35 FT AWAY FROM PIER 5 WORST CASE

SEGMENT 6A, 6C AND 7B ARE TIGHT BARRIER SEGMENTS WITH NO SLACK. PLATE ANCHORS INSTALLED OUTSIDE BARRIER STRING (BUT ALONG PATH OF TIGHT

BARRIER STRING) TO KEEP BARRIER STRING TIGHT. THIS BARRIER ARRANGEMENT IS USED TO TRANSITION BARRIER PAST THE PIERS THAT ARE VERY CLOSE TO THE FLEET CHANNEL. THESE 3 BARRIERS WILL NOT BE USED AS GATES; THEY REMAIN CLOSED.

1 ADDITIONAL PLATE ANCHOR MOORING IS REQUIRED BETWEEN 5-6 TO KEEP ANCHORS AWAY FROM MIDDLE OF SLIP TO ALLOW CLASS B VESSELS TO PASS THROUGH.

6B IS 620 FT



PIERS 1-4

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